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Toronto Island Guide.

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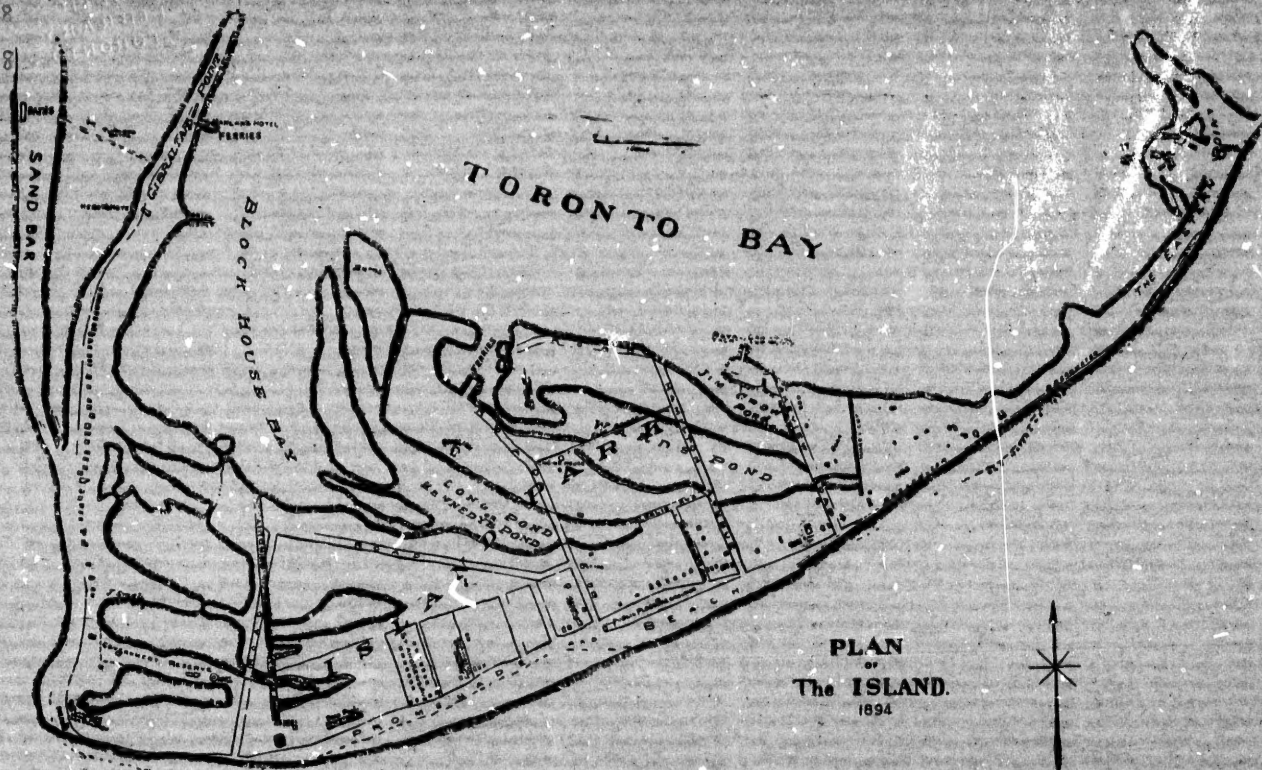


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TORONTO ISLAND GUIDE.

Where to Go, and What to See.

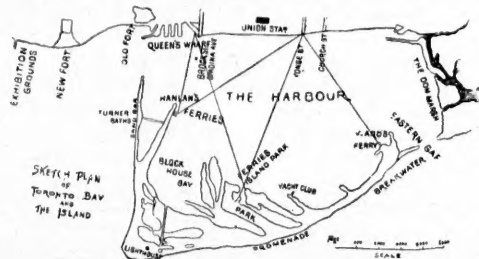
AN EXPLANATORY OVERTURE.

AMONG the fairy tale customs of Europe one finds a most striking ceremony in the Marriage of the Sea, when the Doge of Venice, amid pomp and circumstance, moved out in his stately barge to wed the Adriatic with a golden ring. From that union of sea and city

but one could imagine in some picturesque recurrence of the past, a future Mayor, varying the democratic simplicity of recent years and surpassing the evening costume presently affected of a *primo tenore* about to oblige, faring forth with such municipal glory as contemporary prejudice might permit, amid a flotilla representative of the war canoe in its latest developments, doing honor to the occasion and justice to the progress of science, thus to pay homage to the Genius of the Harbor and court the good will of the Goddess of the Island, that their favors of health and wealth might long be continued to Toronto.

Of the Harbor it is not for us to speak, but to Toronto's Island we wish to assist her citizens and the stranger within her gates to pay that tribute of intelligent appreciation which is salutary alike to mind and body. No one regrets visiting the Island. We desire to help them in recalling the pleasure that is past and anticipating that which is to come.

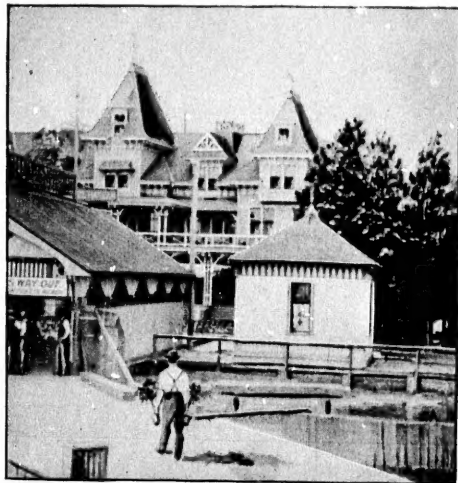
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sprang the prosperity of the Venetian commonwealth, and the citizens were thus proud to acknowledge it. Toronto, the Queen City of the West, has paid no formal tribute yet to those sources of her wealth and welfare, her Bay and Island,

THE NAME OF THE ISLAND.

This is a subject for the philologist, and nothing conclusive can be adduced. Modern maps bear the name "The



WHARF, HANLAN'S POINT.

Island of Hiawatha," but this is an anachronism and etymologically wrong as well. There may have been an amateur effort to connect the Indian demi-god with the Island, but

Hiawatha belongs to the Dacotah tribes, and Longfellow rightly or wrongly locates him on Lake Superior, while the Toronto Island Indians were Mississagas, a branch of the Hurons, as the French called them, or Wyandottes, of the same blood and speech as the Iroquois, but hostile to them. The Algonquins and Chippewas were either identical or of similar race. These tribes possessed all the district north of Toronto, and knew the site of the present city as the "place of meeting," and the Island, or as it then was, the Peninsula, as a landmark on their lake voyages, the place of "trees standing out of the water." If the Indian equivalent for that phrase be sufficiently euphonious it would form the most appropriate designation for the Island. The French knew it as Presqu'isle, as they did many similar places on the lakes. "Press keel," said an old boatman when asked, "that must have had something to do with these centre board boats and the shoal water at the Point. No, no; I never heard no name for it, but they do call it terrible dry in the summer." This boatman was a little more arid than usual, and evidently not an historical authority.

A HUNDRED YEARS AGO.

Previous to the last quarter of the 17th century little is recorded about the Toronto district as it was then known, but its good points were early recognized, and the earliest traditions among the Indians indicate their appreciation of the qualities of the Island as a health resort, they having been accustomed to repair thither when indisposed.

The French had established a fort on the mainland at an early date, and a memorial of its existence is to be seen in Exhibition Park, but the Peninsula itself was not occupied until Governor Simcoe came in 1793 and determined to found a new city and capital between the Don and the Humber. He established a fort on the western arm of the Peninsula, and dubbed it Gibraltar Point by way of giving it a reputation and character. He had intended making it an impregnable fortress it is supposed, like its European namesake, but this resolution was not realized, as one gathers from the account of the picnic which the United States fleet of 16 vessels appears to have enjoyed in 1813 when they visited the Harbor, and behaved toward the little town of York, as Toronto was then called, in a manner which no self-respecting Canadian mentions in public.

Governor Simcoe thought the Harbor excellent, and surveyors of the time tell us that the Peninsula shore was "composed of a great number of sandhills and ridges, intersected with swamps and small creeks. . . . It was of unequal breadths, being from a quarter of a mile to a mile wide across from the Harbor to the Lake, and ran in length to the east five or six miles." On the western extremity were erected commodious stores and block houses, which commanded the western and at that time the only entrance to the Bay; from these buildings was derived the name Block-house Bay, which has been borne ever since by that part of the Harbor sheltered by the Point. Surveyor Lieut. Bouchette, writing much later, is quite moved in a Micawber-like way over his memories of 1793. "I still recollect," he

writes, "the untamed aspect which the country exhibited when first I entered the beautiful basin. . . . Dense and trackless forests lined the margin of the lake and reflected their inverted images in its glassy surface. The wandering savage had constructed his ephemeral habitation beneath their luxuriant foliage—the group then consisting of two families of Mississagas—and the Bay and neighboring marshes were the hitherto uninvaded haunts of immense coveys of wild fowl. Indeed they were so abundant as in some measure to annoy us during the night." Among the first ships to enter the harbor, then nearly two miles long, with an entrance half a mile broad, and a navigable channel of 500 yards width, were His Majesty's ships "*Mississaga*," "*Onondaga*," "*Caldwell*" and "*Buffalo*." The "*Onondaga*" or "*Anondaga*" had the misfortune to demonstrate that the harbor was not three to three and a half fathoms deep all over as the safe places were said to be, and this same Lieutenant Bouchette won distinction by getting her off one bank, where she had been abandoned with her 14 guns, and running her into another. But he got her off this bank also and took her to Niagara, where he was promoted, and the rescued schooner served for many years after. This occurred in 1793.

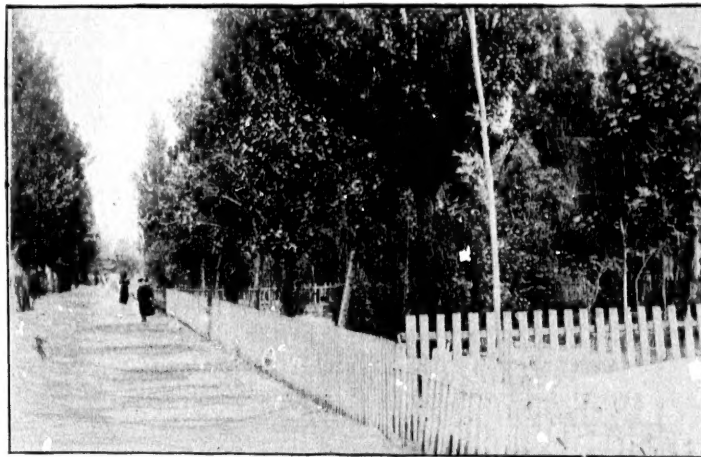
STOCK-FARMING AND MANUFACTURES.

Access to the Peninsula was then chiefly had from the east by the Don Marsh, and the Long Beach was considered a delightful ride, and afforded a good road and convenient access in its eastern direction to the Scarborough



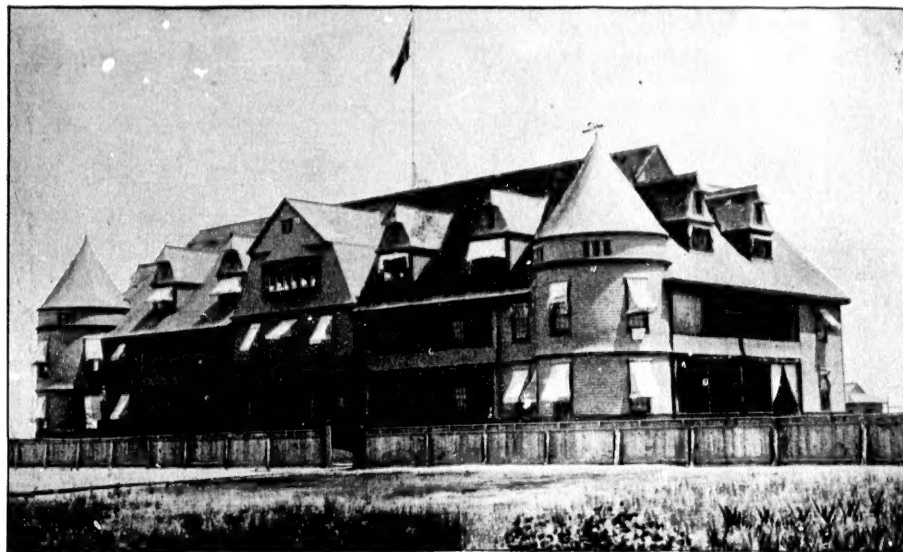
HANLAN'S HOTEL.

locality, to which it seems to have extended. Bridges had to be erected, however, to preserve the road, and one reads in the *Gazette* of 18th June, 1806, an official notice, in which "It is requested that no person will draw sand or pass with loaded wagons or carts over the new Bridge or Float at the opening of the Don River, as this source of communication was intended to accommodate the inhabitants of the town in a walk or ride to the Island. York, 13th June, 1806." Somewhat later, when the Lighthouse was built, this was the recognized road from York to the Lighthouse, and was so marked on the maps of 1811. The Peninsula at this time was quite a rural retreat, and was stocked with goats, which abounded here till after the war of 1812, when they were all cleared away. It is interesting to note the connection here with Goat Island at Niagara, the same enthusiast in goat culture having devoted his attention to both spots. Gov. Hunter is said to have been responsible for this colonization scheme. The war destroyed the Don bridges as well as the goats, and as wave and storm were ever striving to break through the narrow strip where the Eastern Gap now exists, efforts were directed to preserve it. A hotel used to stand just where the Gap now is, and the waves in the violent eastern gales would break in the doors and windows, so that about 1857



ON THE WAY TO LIGHTHOUSE POINT.

it had to be abandoned. This hotel was known as Quinn's, and Prevost's. A starch factory in still earlier times used to stand at this point. A sixty years resident tells us he used to raise most abundant crops of potatoes in early days, but the cutting down of the trees and other changes spoiled the crop which in those days may have supplied raw material for the factory. Another industry followed by the fisherman, and apparently at the east end of the Island, was the



THE LAKESIDE HOME FOR SICK CHILDREN.

manufacture of oil for lighting purposes from the livers of fish and eels caught in the eel pout in that neighborhood. A salmon fishery of importance was worked east of the Island south of Scarborough Heights, but smuggling appears to have been the principal commercial activity in early days. Stories are told of how "dummy" cargoes were run, and apparently hidden in one locality for the benefit of vigilant officers, while the genuine contraband was effectively dealt with elsewhere.

RACE COURSE AND BRIDGES.

The sporting instincts of our ancestors had impelled them to lay out a race course on the sandy isthmus connecting the main shore with what is now called Centre Island. The course was not circular as nowadays, but straightaway from the south end of the Bridge to the Lake margin. Race meets were regularly held, and this stadium of a century ago deserves to be remembered as the forerunner of the now famous Woodbine. Perhaps some of our sportsmen will establish an Island Cup to perpetuate the fleeting tradition at our May races.

After the war, the bridges over the Don and the Marsh leading to the Island were repaired, and efforts were made for many years to preserve them. About 1822 public subscriptions were taken, and Mr. E. Angell, an engineer of the day, commenced what was intended to be a permanent erection, but funds did not flow as freely as the lake currents and Mr. Angell never had an opportunity to stand

upon the completed structure. The attempt survived for ten years, when the military authorities took the matter in hand and finished the bridges in 1835, handing them over to the city. Much pomp and ceremony was indulged in upon this occasion, the city authorities turning out in full regalia and making an imaginary assault on the bridges where the military stood on guard. The latter dramatically capitulated, stipulating for free passage forever for His Majesty's troops. "Forever" was a shorter period than usual in this instance, for a few years later a spring freshet completed what the ice began and carried away the whole concern. The Narrows or Portage soon ceased to be a portage, and a channel was finally broken through, which has been enlarged into the present eastern entrance.

GEOLOGICAL ORIGIN OF THE ISLAND.

The whole question of the existence of the Island is involved in this problem of the gradual wearing away of the stern isthmus. As late as 1862 Harbor-Master Richardson expected the ultimate destruction of the whole Island. Artificial means have been interposed and will probably prevent this consummation.

Many theories are prevalent to account for the Island, and probably there is some degree of the truth in each of the hypotheses. It has been thought necessary to go back to early physiographical changes to explain the high terrace-like levels above Toronto, and to suppose the breaking away towards the ocean of some great natural barrier which



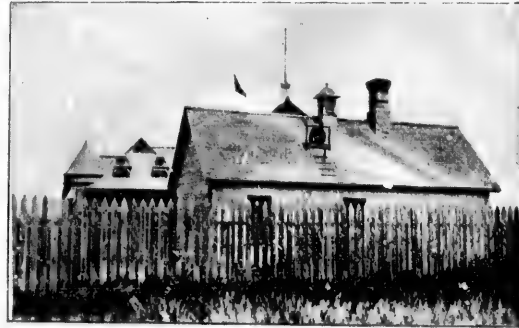
THE LIGHTHOUSE.

preserved the waters of the Lakes at a much greater depth than at present. The level of the causeway of the Ridge Road, between Lewiston and Rochester on the south shore, and the Wells' Hill elevation on the north, would mark the

Lake beach of those times. On the sudden reduction of the Lakes to their present level, either by upheaval or other drainage causes, the rapid subsidence of the water would leave results such as may be seen at Scarborough flats, &c. Ridge-like processes would be left standing with creeks and ravines to carry off the still flowing water. The Don is an example of such an effect. The various lake currents act and react upon each other at all estuaries, and the Don thus formed its marshy delta assisted by the interference of the lake waters. The Scarborough Heights jutting out into the lake also causes a species of eddy-like return currents which, meeting the flow of the Don and Humber, led to the deposit and gradual accumulation of the land forming the Island. The foundation of the Island is very hard, the shoal consisting of real "hard pan," an inferior sandstone with shels, thus tending to prove its antiquity, and its probable origin at the bottom of some former great lake covering central North America. Prof. Hind contemplates a period when Lake Ontario was an arm of the sea or a great river mouth, 160 feet above its present level. He thought the Island of comparatively recent formation, and on the original shoal sees the materials, accumulated from eastern sources during high water, washed up at low water and piled together in the perpetually shifting fashion of travelling beaches. Scarborough Heights contribute most largely to the maintenance of the Island, the formation of "Lorraine Shales," which compose the headland, being well represented in the fragments of the Island Beach. These are the same strata known as the Hudson River group, and a part of the Lower

Silurian formation. It runs into New York State on the south and extends from the east as far west as Huron and Michigan. About thirty miles broad at Toronto it is eleven hundred feet in thickness, a depth which suggests the almost incredible periods of geological process. Fossils of the far away creatures of those epochs are common on the Island Beach in the pieces of rock to be found among the drift clay and sand, shingle, pebbles, coarse felspar, quartz sand, and black magnetic oxides, which strew the southern shore.

Towards the west, in which direction the Island seems to grow, there have been some additions from sand deposits brought down by the Humber. In 1788 the entrance was half a mile wide, but this has gradually narrowed until at present protection is necessary to preserve it in a navigable condition. What is called the Sand Bar, on which Turner's Baths are situated, had increased 280 feet northerly in seven years about 1847, and later observations spread over 20 years proved a rate of advance of 19 feet per year. It was thought that the formation of the Eastern Gap would establish a current which would preserve the channel naturally, and also have a very beneficial effect in clearing the harbor from ice, and this, especially in the latter instance, has proved to be the case. The Don current does not help the harbor, for when the Don is shallowest the Harbor is deepest. On the south-west extremity, Lighthouse Point, over thirty acres were added in deep water in a period of fifty-eight years. The absence of boulders on the Island proves that ice has never been an agent in its growth. While westerly winds are more prevalent and may bring more debris from the



THE FOG HORN.

Humber, easterly gales are the most violent, and the shingle may be observed after a storm to be piled in a regular manner by the action of the waves like slates on a roof, sloping westwards. Mr. Hugh Richardson, who was appointed first Harbor-Master in 1851, and remained one of the best authorities on the subject till his death on 2nd July, 1870, stated that all the drift consisting of clean washed sand and stones came from the east, and was of the material forming the base of Scarborough Cliffs, the substratum of the Island itself being of indurated clay. The action of the weather may be observed with advantage on the Government Life Boat, which lies unprotected near Ward's wharf, effectively displaying the disintegrating effects of the elements.



CARETAKER'S COTTAGE, CENTRE ISLAND.

THE THREE FERRY LANDINGS.

The average visitor is not so much interested in the things under the earth as in the things above it, and he will probably be less anxious to distinguish between a clay bank and a sand bar than to be in good time for the ferry boat. There need be no anxiety, however, for the ferry service is frequent and swift, and the missing of a boat involves no great delay. There are three routes: to Hanlan's, the old Gibraltar Point; to Mead's Wharf or Centre Island, or Island Park as it is usually known; and to Ward's, the Eastern Point. The frivolous young man in search of pleasure, and the giddy young things who admire acrobatic exercises will patronize Hanlan's, where the Ferry Company provides during the summer all kinds of attractions, musical, athletic and social. The family man, or the more sedate citizen will go to Island Park, where he can lie on the grass and watch the children play, or stroll over to the promenade and enjoy the fresh lake breezes. The melancholy soul who pines for solitude, or the poet whose fervor radiates from him with such intensity as to scorch the vegetation, or the student who wants a quiet nook free from distraction, will go to Ward's, and lounge on the Breakwater, and commune with the wild waves. The Island Park is perhaps the favorite resort, for its pleasant shady walks, its fishing and bathing and boating conveniences, its ready access to the open lake, and the general beauty of its features. The extraordinary crowds that visit Hanlan's indicate the desire for amusement



MIDDLE ROAD BRIDGE, GOING SOUTH.

in the younger pleasure seekers, which is so well catered to there by Mr. Connor, the amusement director of the Toronto Ferry Company.

To those who wish to enjoy an acquaintance with the whole Island, we suggest several pleasant walks of some two or three miles each, by which in half a dozen visits the entire Island may be explored, and a host of unexpected beauties be revealed. These may be readily traced on our sketch maps, and in outlining them we can incidentally describe the points of interest which occur.

HANLAN'S TO THE LIGHTHOUSE.

Hanlan's Wharf is the most frequented of the Ferry landings on account of the attractions provided for those who desire amusement. Outside the Ferry enclosures one confronts the big summer Hotel which has given its name to the point once known as Gibraltar. The Hotel is a favorite resort of summer tourists, and is about to increase its merits of location and accommodation by being lifted bodily and set down at a little distance in a still more desirable site. Here are merry-go-rounds and other games, and good bands play regularly while various performances are given on the wire, the trapeze, &c. The Island is rather celebrated for its tight rope walkers, several very famous balancers having opened their career here. S. J. Dixon, whose unfortunate death by drowning a few years ago was so much regretted, was one of the earliest "walkers." Clifford Calverley, so nearly killed in the States in 1893, is also associated with Hanlan's, and McDonell, the latest in a field of which Canadians have made a specialty, is a feature of the summer's entertainments.

But Edward Hanlan is the greatest of all the Island athletes. Eminent above all his fellows, the great oarsman will ever be remembered, not only for his skill and exploits, but for a chivalrous bearing suggestive of the knightly days when men contended for honor, and still for honor, and could never have enough. Hanlan's self-devotion to aquatic sport has done very much to give manly exercises a new life in the new world, and his example has established a

standard of purity that cannot be departed from. Though others may be more dexterous grown, he remains the Champion of Worth. His young kinsman, Edward Durnan, bids fair to win a reputation, and one does not forget the brave oarsman, O'Connor, whose laurels bloomed here, and now wither in the fane where his memory is honored. At St. Paul's Church, in Queen Street, may be seen the window erected by his friends. With such traditions Toronto Island and Bay may well produce other champions of the future.

Durnan's Hotel is near Hanlan's, and in the vicinity are to be found any number of peanut men, Aunt Sallies, tin-type photographers, shooting booths, pop-corn stalls, and all the other nab-nickles that characterize a holiday promenade. Continuing south along the plank walk one passes the long bridge leading to the Sand Bar and Turner's Baths. The Baths are a favorite swimming and bathing resort, and all conveniences may be had at cheap rates. Campers may arrange with the proprietors to pitch tents here or elsewhere on private property on making terms with owners, but the city does not permit any squatting or camping on any of its property.

Heber's Hotel is south of the bridge on the east side of the foot path, and a long row of cottages fringe the sand beach. The lagoon is generally full of anglers and boats, but a little way beyond the lake shore is reached and one can see straight across to Humber Bay and round the shore to Mimico and Hamiltonwards. A pretty walk past dainty cottages with quaint names, fragrant with flowers, and smothered with creepers, and shadowed by pleasant trees, will

bring one to the Government Reserve and in sight of the Lighthouse. We have a photograph of a stretch of the walk here and some of these summer houses.

THE LIGHTHOUSE.

The Lighthouse is the oldest building on the Island, and it would probably be difficult to rival it on the mainland. Though not very picturesque, the grim old pillar has a charm of its own, cloudy by day and fiery by night, and a mute monument of men's dependence on each other. The Legislature passed an Act about 1803 to establish a light on the Point, but it was not carried out until 1808, when the *Gazette* of 16th March of that year announced its completion. Ninety years of weather have done nothing to tone down the rugged lines of those rough days, but its service is for the hours of darkness when its faithful ray reaches out eighteen miles over the lake to warn the mariner. It gives six flashes, three and a pause, and then three more, and is supplied with coal oil, and burns about nine months of the year. The first lighthouse keeper was a Mr. Miller, and he was killed in a quarrel with some of the soldiers stationed at the Blockhouse, which stood about where Heber's Hotel now is; they sought to get liquor from him, and on being refused further supplies, and reported to their officers for threatening, they took revenge by clubbing him. Mr. George Durnan has been the Lighthouse Keeper for some years.



THE ISLAND PARK.



WHARF, CENTRE ISLAND.

THE LAKESIDE HOME.

Continuing south along the path the Lakeside Home for Sick Children attracts attention. This is the most deserving institution on the Island, and as it relies altogether on popular subscriptions for support everyone ought to know of the great amount of useful and necessary work accomplished by the Hospital. A branch of the Victoria Hospital for children in the city, it serves as a summer resort for the

frail little sufferers to whom the stifling heat of the city is as the breath of Asrael. Here in the cool lake breezes they have a double chance of new life and health. The Home is very commodious and pleasantly built, two stories high, with 2,800 sq. ft. floor space on each. Mr. J. Ross Robertson is chiefly known in connection with the Home, and his Masonic sympathies have provided that it be open freely to all Masonic children. Donations and bequests are invited to this deserving charity, and those interested will be courteously received by the officials.

Just beyond the Home at the corner of the Island stands the partner of the Lighthouse, the Fog Horn, which in foggy weather lifts up its voice once a minute and is said to be audible 18 miles away. It was built about eight or nine years ago. A little east of this may be found traces of a wreck of forty years ago. No lives were lost, and the Island has been fortunately free from serious accident. But few wrecks are recorded, that of the "*Monarch*" at the Eastern Gap in 1855 being the chief.

A smaller wreck, which occurred just before the war of '812, was that of the *Toronto Yacht*, and her remains were long conspicuous on the Island. She was notable as perhaps the first vessel built in Ontario by Joseph Dennis. Under Capt. Fish, however, she met her fate, running on the sands at Gibraltar Point through mistaking the position of the light.



CANOEING, SHOVING OFF.

THE WATERWORKS.

The bell at the waterworks crib, some distance out in the lake, may be heard tolling from Fog Horn Point, and the excavation in connection with the waterworks conduit may be observed running north through the Island; near here, also, the old filtering basin was established. It is through this conduit that Toronto's water supply is drawn. Whether for drinking, or household, or manufacturing or sanitary purposes, every drop of city water passes through this pipe, and upon its stability the comfort and health of 200,000 people depend. It is not remarkable that the waterworks service claims more attention than any other city interest. Since the upheaval of the iron pipe in which the water crosses the bay, still more earnest consideration has

been devoted to it. The grating which protects the intake at the crib became clogged with weeds and refuse from the sandbank which lies near it, and the pumps on the city side, which do not force the water but draw it from the lake, soon emptied the pipe, which, filled with air and buoyant, rose above the surface one winter Sunday two years ago like some sub-aqueous monster, and insisted upon a settlement, which has not yet been arrived at. The more practical class of citizens have endorsed the City Engineers' scheme of building a tunnel under the Bay, thus removing the question forever from the vexed domain of municipal issues. Lake Michigan water does not surpass that of Lake Ontario, but Chicago extended her tunnel four miles into the lake, and her water supply is beyond challenge. This costly and successful object lesson will probably be accepted by Toronto, and apparently would have been already followed but for the action of some of the private-spirited aldermen.

The Island supply is at present somewhat precarious, and depends on private enterprise in the guise of windmills. Could Don Quixote visit the Island he would recognize a field for his chivalry, but the vested interests would resent any damage rendered to these modern "drawers of water." As they represent about \$150 apiece, some little hesitation is displayed by those residents who have erected windmills in assenting to the lately devised scheme to supply the Island with water by the city authorities, but the consideration of inadequate fire protection will remove any opposition.



FLOREAT, ON THE WAY TO THE YACHT CLUB.



THE ROYAL CANADIAN YACHT CLUB HOUSE.



AMONG THE PINES, HAMILTON AVENUE.

But for modern chemical inventions the Island householders have absolutely no security from fire. A conflagration in sultry weather with any degree of wind would mean the absolute destruction of any of the pretty groups of cottages in which it might occur. A well appointed city service with hydrants in requisite localities would remedy this and remove the one possible objection to the Island as a residence.

ST. ANDREW'S ON THE ISLAND.

Passing the filtering basin and the Public School, which stands some distance to the north, one follows the promenade or saunters on the beach eastwards till the Island church is observable, a neat little erection of a plain Gothic design suitable to its sacred character. Dr. Rainsford, now so prominent in New York, when a resident in Toronto first proposed the Island church, and to his energy is due this feature of Island life. The Lord Bishop of the diocese has the direction of the services, which are held at 11 a.m. and 7 p.m., commencing in June, during the summer season. Sunday School is also held at 3 p.m.

The church services and the sacred concerts on Sunday afternoons at Hanlan's by the military bands are the only attempts made to appeal to the higher instincts of the people. The Sunday concerts were inaugurated on the 24th June, 1894, and the date and occasion may become historic as the first public enlistment in Toronto of "nature's finer forces" for the express benefit of that large class which cannot be reached by other means. Continuing along the promenade

Mead's Hotel and the Middle Road is reached, by which, through the Island Park, the Ferry wharf may be gained and one pleasant walk concluded.

ISLAND PARK.

A second walk may be taken from the Island Wharf, which is variously known as Centre Island and Mead's Wharf, or the afternoon may be spent in the Park itself, which grows prettier year by year. The Parks and Gardens Committee of the City Council have devoted much attention to reclaiming, laying out and beautifying the space at their disposal, and smooth lawns, shady trees, and fragrant and brilliant flower-beds testify to the attention of the Commissioner. The Exhibition Park conservatories contribute their choicest blossoms to the decoration of the Island, and a tree-nursery on the Island itself guarantees the proper planting of new trees, which is done yearly. Formerly the Island was well wooded, as the Indian designation indicates. At the Eastern Point the current gradually undermined and submerged trees of many years growth so that they fell into the lake, and the decaying trunks and roots of such trees may be observed in several places. Most of the valuable trees were early cut down, and by 1832 but few trees were said to be scattered about on it. The Pines and Black Poplars were an early feature, but few of these remain, and the Red Cedar, the White Birch and the Butternuts of other days are no longer to be found.

Leaving the wharf one may saunter westwards towards



BRIDGE, WARD'S CUT.

Blockhouse Bay along the new piling near where in '93 the Columbus Caravels lay for a day on their way to the Chicago Fair, and in the channels between the Park and the several islands near, anglers of all varieties may be found plying the gentle craft. In the lagoons here and further east, and in the marshy shallows east of the Yacht Club, in the Bay, as well as in the western ponds, much sport is enjoyed by an army of fishermen during the summer. Perch, bass of three varieties, catfish and suckers are the commonest "catch," but marsh sunfish, pickerel and whitefish are also taken. Dace, chub and minnow abound, and sturgeon are occasional, being once common and having given a name to the point east of Hanlan's. Dog fish of two kinds inhabit the bay but are not edible. The little fish which die in such numbers and cover the beach at certain seasons are shad, introduced as food for the larger fish. They are of no use to the sportsman save in this indirect capacity. The cause of their annual sacrifice is a small black parasite which attacks them under the dorsal fin, rendering it useless. They are then unable to keep below the water and die from the heat. In 1830, trout, whitefish, pike, pickerel, perch and sunfish were marketed, and 25 cents was the highest price for a salmon trout. Net fishing is now strictly prohibited, and the sport around the Island is usually of the exclusively amateur class.

The public can enhance the beauty of the Park by refraining from the distribution of waste paper there. Glass bottles are best disposed of in the middle of the bay, where they are not dangerous to children and bathers.

PICNICS AND GAMES.

The Island Park as the playground of the people is frequently patronized by large picnic parties, who may arrange with the Commissioner if any special privileges are required. The Foreman, who resides at the cottage on the prettily kept islet in the pond by the Middle Road Bridge, will allot space for tables, &c., on ordinary occasions. When clubs wish to play match games at lacrosse, tennis, &c., permits are to be had at the Commissioner's office, St. Lawrence Hall.

BOATING.

Americans speak of a certain popular amusement as boat-riding, and perhaps it is as well to make a distinction. As a rule those who go "boat-riding" know little of rowing, and while the connoisseur is to be found at the boat clubs on the city side or at the western ferry wharves, the plain citizen disports himself around the lagoons in the Park with great satisfaction to himself and his company. The finger of technical scorn may be directed towards the crab-catching amateur, but much enjoyment is to be had for 25 cents an hour by the unskillful waterman, who is dexterous in his jollity though clumsy beyond pardon in his feathering. Over-heated and perspiring swains and fathers may be seen daily during the season toiling with amazing good nature for the sake of the youth and beauty at prow and helm, recking not of the gathering blisters—clouds no bigger, yet generally as large as a man's hand—but with joyful anticipation



BOATHOUSES, WARD'S POND.

of the ice cream at the end of the cruise. None need be ashamed of their lack of skill, and with ordinary care and sufficient humility there need be no danger. The boat owners provide against over-crowding, and their craft are light and comfortable. By following the lagoons and cuts east one may get into the Bay and row round the Yacht Club, or turning westward into Kennedy's Point one may pull into Blockhouse Bay. Water plants block the channel, but these are gradually being cleared and it is only necessary to avoid running into the sand banks. Water lilies, the white and the yellow, or spatter dock, and other wild water flowers abound in the lagoons, but it is wiser to let them grow than to pluck them. When everyone pulls a flower there will soon be an end of the garlands. The aquatic life of the lagoons may interest many. Amphibia of all sorts and conditions, from the *contra fagotto* voiced bull-frog to the shrill "Canadian nightingale," and lesser undeveloped choristers only past their tiny tadpoleship, mud turtles and snapping turtles, crayfish, water snakes, even fresh water mussels, cyclas, snails of all kinds and insects innumerable exhibit nature's marvellous fecundity. The children of the city have here often their only opportunity of learning what Nature is, and what her works. Madame How and Lady Why may hold court for the little ones in afternoons thus spent, and help them to discover, as Tennyson remarked, "What an imagination God has." The dry land of the island affords wide enough scope for such pursuits. The commoner wild flowers may be sought for and still found in less frequented corners. The universal white clover plays the daisy's part of summer snow

in the old country landscape; the speedwell and the squirrel-corn, the bleeding heart of older lands, the trillium and the wild columbine, the painted cup and corn-flower, the adder's tongue or dog-toothed violet, green dragon and cranesbill, chickweed, hepatica, bellwort and harebell, the huntsman's cup and the lady slippers, all were once common, and under the pines of our picture you may take your little girl in June days and gather wild strawberries as once in the woods. Butterflies chase each other, and an entomologist may still gather in gaudy Camberwell Beauties, tortoiseshells, great swallow-tails of the most gorgeous fashion, and fritillaries of many varieties. Crickets, grasshoppers, roaches, locusts, bugs specific and generic, moths, from little clothes-closet pests to the big five-spotted sphinx, five inches across his wings, saw-flies, sand-flies, spiders, ants, bees, wasps, murderous but magnificent dragon-flies like embodied fragments of sky and cloud, miserable little gnats, malevolent mosquitoes which, like the colored wine in the cup, move themselves aright and at the last bite like a serpent,—all these flit and flash and fly about and join their tones to the drowsy voice of summer. Of the 5,000 native Canadian beetles campers have been heard to affirm that they encountered representatives of every species in a single night. They slumbered not nor slept.

THE PROMENADE.

There are few greater attractions about the Island than Ontario itself, whether in calm and sunshine or in storm and gloom. The view from the west towards Humber Bay is particularly charming, but southwards the sweep of sky and lake takes hold of the sailor heart that sleeps somewhere in most men. The never-ceasing rush and wash of the waters on the sand and shingle supply the dreamer with the stimulus for which he turns to the flickering fire in winter. The mystery of lands beyond is nowhere more urgent. The mermaid and the undine become possible as one dwells on the waves and sees nothing else. The glamor of stars at eve, and the stillness of summer nights closes round these Island Homes and their chambers are full of peace. And sometimes the aurora, the northern lights, the wonderful streamers, fling their glories over the heavens till the very earth seems to dream. But in the bright summer days the children throng the beach, and the ships pass up and down, and now and then the mirage lifts up the other shore and one gets a vision of where Niagara lies, and Queenston and the historic Heights, and the Thorold coun-

try. And the women folk bring their babies and their carriages and their baskets and little family picnics dot the ground here and there, and sometimes the men come and carry tea from the restaurants, and the important people who



PROMENADE WALK, LOOKING EAST

go to Saratoga and Long Branch and Marble Head might often wish to be so happy. Some good people try to help the poorer little folks of the city to know a little of these pleasures, and occasionally a troop of charity scholars may be seen enjoying such unwonted liberty. The kindly Editor of *Saturday Night* takes charge of a "fresh air fund" which has been the means of much real and wholesome pleasure in this direction, and some of those who do not care to chaperon a party of the little street dwellers personally may choose to contribute to this fund.

THROUGH THE REEDS.

A pleasant stroll may be taken from the Island Wharf by keeping along by the engine house and the merry-go-round through the reclaimed park space into the reeds and rushes beyond. A plank path will be found running towards Clandeboye Ave., and passing around the boat house and crossing the rustic bridge one may reach the Promenade in this way. The marsh once extended all the way to Scarborough, and one hears of the vast jungle of tall flags and reeds of those days where one could find the conical huts of the muskrat, and listen in due season to the peculiar "gulp" of the bittern. Bulrushes and their cat-tails, equisetums and other water-loving plants are common enough, but the efforts to make dry land of the mud is rapidly decreasing this waste area. But for an occasional

tortoise or terrapin, animal life is now absent. The rat and the mouse are ubiquitous, but the mole and the gopher seem to have disappeared. The pretty polecat was once strongly in evidence, and the Canada otter caught more fish than modern anglers do. The squirrel and the chipmunk have been observed quite recently near the Park, but they seek the more sequestered spots.

The neighborhood from Hamilton Ave. eastward is one of the pleasantest in the Island, and the residents fully



COTTAGES NEAR HAMILTON AVENUE.



WARD'S HOTEL.

appreciate the advantages of the situation. At all times a model summer resort, with a mean yearly temperature of 44.4° , in winter of 26.4° and in summer of 63.8 , the Island has the advantage of being cooler in summer and warmer in the winter than the city, and the east end, shaded from the afternoon sun that bakes the western bar, affords the freshest and most grateful atmosphere. The cottages in this vicinity are of a more substantial character than elsewhere, and with their wide and airy verandahs take every advantage

of their situation. Well-to-do folks here enjoy country benefits within hail of their city engagements, and begin to realize what a boon they have at their very doors. Actual ownership of these homes encourages decoration, and the flowers and creepers that bloom in the dooryards show what taste may effect. Better choice in color is observable, and the eye is not offended by the glaring hideousness that paints some of the southern watering places. A quaint fancy in naming the cottages is notable, many melodious Indian names being thus perpetuated. Some incongruity is observable, in the presence for instance of several Bungalows and not one Tepee or Wigwam.

Much attention is being devoted to such matters as the cutting and maintenance of a waterway from one end of the Island to the other as a means of transit which is supported by most in preference to the suggested electric railway with its noise and danger to children; to the completion and preservation of the Breakwater, now rather the worse of ten years' wear, and the necessity of placing groins for this purpose; the extension of the telephone system to the east end, the supply of gas, the tenure of Island leases, the reclamation of unnecessary lagoons, the increase of ferry accommodation, the regulation of bicycle traffic which threatens its own extinction through the recklessness of some riders; the repair and extension of sidewalks; and the increase of safe and convenient bathing places.

THE R. C. Y. C.

THE Breakwater starts just before one reaches Lakeview Road which here runs north towards the Royal Canadian Yacht Club House. While the grounds of the Club are private it is a pretty walk down to the entrance, and the beautifully kept grounds on either side are worthy of note. The channels have here been cleared, the pretty bridges kept in repair, and no labor saved in making the most of appearances. A notice in several places asking for the co-operation of the public in preserving the beauty thus created, runs as follows: "Private Property. Use of water channels is allowed where not barred. You are requested not to pick flowers or aquatic plants, which the owners cultivate to adorn the Island. Fishing or spearing not permitted, as dead or wounded fish are offensive to every one." The last assertion is rather sweeping and might indicate a lack of acquaintance with the most approved methods of cookery.

The Royal Canadian Yacht Club is one of the most im-

portant yachting organizations in existence, and its membership is the largest in the world. When one considers the growth of the shipping and kindred interests in Toronto during the century this is not remarkable. In 1820 vessels arriving were signalled by a flag at the Light House, but Keeper Geo. Durnan would often be puzzled to note them all at present. What Toronto shipping may grow to if the effort to get a 20 foot waterway to the St. Lawrence is successful may be imagined on reflecting that the tonnage of Chicago Harbor considerably exceeds that of New York.



CAPT. ANDREWS.

The development of the Niagara service illustrates the advance of the times. In 1816 the first steamer, the *Frontenac*, carried passengers for one pound or \$5 each. In 1827 the *Canada* made the trip in four hours and a half and charged \$2. Now-a-days fifty cents will carry one across the lake, and little over an hour and a half is occupied by the *Chippewa*, the latest of the Niagara steamers.

British sporting instincts asserted themselves in 1852, and a number of enthusiastic yachtsmen founded the Canadian Yacht Club, which has grown to a membership of 750, and was honored in August, 1854, by Her Majesty's permission, to assume the designation of "Royal." The first club



WIMAN'S BATHS.

house was built on a scow, and was occupied till the muskrats served an eviction notice, when an old wrecking steamer, the *Provincial*, was procured and fitted up and moored opposite the Union Station. In 1869 a club house and wharf was erected in the same locality, but anchorage became limited and in 1880 the property was sold to the Grand Trunk Railway Company and the present site secured. Every convenience is to be found in the present building, which is neatly finished for the most part in pine. Commodious lavatories, lockers, a fully equipped steward's department, dining-room, drawing-room, reading and billiard-rooms are provided and well

furnished. The lawns with quoit, bowling and tennis grounds are maintained in charming order and the Wednesday Ladies' Days are welcome engagements to many delighted guests. The Committee of Management keep the club interests in view and a new pier where the club launch *Esperanza* runs regularly to and from the city is one of their latest improvements. Mr. S. Bruce Harman is the Hon. Secretary; he has been a member of the club since 1862 and has held office since 1883. Commodore Boswell, Vice-Commodore Brown, and Rear-Commodore Dick are the other leading officers. The Club and Association races are almost continuous from the beginning of June till the end of September. The chief trophies are the Queen's Cup for yachts over 40 feet, the Lansdowne Cup for 30, 35 and 40 foot classes, the McGaw Cup for 21 footers, the Murray Cup for yachts over 30 feet, the Lorne Cup up to 30 feet, the Harman Cup for skiffs, the Cosgrave Cup for 25 footers, and the Prince of Wales Cup open to all, presented by His Royal Highness after his Toronto visit of 1860, and valued at £500 sterling. This is raced for on the 7th September annually and is a very beautiful vase of frosted silver. Medallions illustrating incidents on Columbus' pioneer voyage, and the cession of Pennsylvania to the great Quaker form part of the design, graceful nymphs serve for handles and a figure of Britannia surmounts the whole. Unlike many clubs the Royal Canadian is entirely self-sustaining and makes no appeal to the public. From \$1,500 to \$2,000 are expended

annually from its funds in prizes. Over sixty yachts fly the club colors, which is a white cross on blue ground with the crown and beaver as represented in our initial. In 1878 permission was also given the club by the Admiralty to hoist the blue ensign of the fleet with the crown in the fly. Naval visitors are not frequent but occasionally a United States or Canadian cruiser drops into the harbor and meets official recognition. The Lake Yacht Racing Association, composed of the Royal Canadian, Hamilton, Oswego, Rochester, Bay of Quinte, Kingston and Queen City Yacht Clubs holds its regatta here in regular turn and is one of the great events in amateur seamanship. Such boats as Mr. Gooderham's *Oriole*, or the Commodore's steel *Vreda*, with her wonderful record, well uphold the fame of the club, but over forty other first-class yachts are owned by club members.

Many rowing and canoeing clubs make the bay their home, but having their headquarters on the mainland do not claim our attention. Of these the chief are the Argonaut, the Toronto and the Bayside Rowing Clubs and the Toronto Canoeing Club. Their various racing meets are always interesting, however, to Island visitors.

Those unaccustomed to handling sailing boats should not go out without experienced hands on board. The lake breezes are notoriously perfidious and squalls and gusts come from all quarters when least expected. Those who have tried both say they can find no objection to safe methods.

THE BREAKWATER.

On a hot summer day no pleasanter walk can be had than along the breakwater. For over a mile one may enjoy the cool lake breeze here, secure from disturbance. The eastern end of the Island has not really been discovered yet, but in days to come it may be transformed into a fashionable promenade with military bands and all the other doubtful features which popularity bestows. In older days its attractions were recognized and some attempt made to enhance them. A Zoological Garden was once established, but the animals have all perished long since. The wild fowl and birds are commoner here perhaps owing to the proximity of Ashbridge's Bay, and in spite of the prohibition of shooting by the city by-laws it is scarcely to be doubted that in crisp, clear spring and early winter mornings many an unwary duck meets the flying death. The lagoons and swamps in season used to team with fowl of all kinds—goose, mallard, widgeon, teal, velvet-crested grebe, and various other ducks. Coot, mud-hen or meadow-clapper, bittern, heron, curlew and plover also resorted to the Island, and it is said sandpipers were so numerous that one man once at the end of May shot thirty dozen in a day. The fishing eagle or osprey may yet be seen on a summer morning. They were very numerous about 1857. The snowy owl eagle, one of the most regally beautiful of the eagle family, remarkable for its snow-white plumage and powerful beak and talons has been shot on the Island. Of the smaller birds the predatory little Anglo-Celt, the



FISHING AT WARD'S.

English sparrow, is of course the commonest, but there are still robins and song sparrows, warblers and finches, orioles and grosbeaks. The rose-breasted grosbeak was very numerous in 1858, and fly catchers were also frequent visitors. The cat-bird and the blue jay rivalled each other, and the purple marten and the blue bird, woodpeckers, and even humming-birds nested and flourished. On the shore

the raven preyed on dead fish, and the shore-lark and many waders and swimmers are still common.

BATHING.

It is said that an English traveller on his return home gave as an instance of the illiteracy of Canadians that a large public female baths at Toronto the sign was displayed "Wiman's Baths," but Erastus Wiman's gift to the city at the Eastern Point was not intended solely for women as the Englishman thought. The Baths have accommodation for two or three hundred persons, and it is unfortunate that they are not in a more frequented location. The city regulations for bathing are embodied in By-law 2449: "Any person wearing a proper bathing dress covering the body from the neck to the knees may bathe at any time in the public waters within the city limits." No bathing without dress is permitted, except within certain specified limits in the east and west. A part of the western sandbar is being railed off for boys, however, and recently the city established a good bathing house at Island Park opposite the Pavilion in Long Pond. Turner's Baths

on the sandbar is also a favorite resort. In connection with Wiman's Baths it is interesting to note the tenure of the office of swimming master there by Capt. Andrews, the celebrated life-saver, to which he was appointed on the 22nd of July, 1882, on the opening of the Baths, and which he held till 1st November, 1885. There are comparatively few who know or appreciate the gallant labors of this brave man in his heroic achievements in saving life from drowning. Sixty nine persons have owed the preservation of their lives to his exertions. All countries but his native one have recognized his valor. Among the beautiful decorations, over a dozen in all, which the captain has received, may be mentioned first-class gold medals from the Cities of Kingston, Owen Sound and Toronto, the Waghorn gold medal, the gold cross of Honor of the Dolphin Swimming Club, bronze medal of the Royal Humane Society of England, a silver medal for skill in restoring life to persons apparently drowned, the gold cross of valor of La Societe des Chevaliers Sauveteurs des Alpes Maritimes, of Nice, France; gold medal presented by the Toronto Germans for the rescue of Professor Schlowchow; the Government also recognized this service with a binocular glass, and the Royal Humane Society added a clasp to their former medal. A unique decoration not held by any other Canadian is the Royal Order of Kapiolani of the first class, presented to Capt. Andrews by King Kalakaua I. of the Hawaiian Islands. The massive medal, weighing over one pound of 22 carat gold presented him by the Massachusetts Humane Society in 1891 celebrates its century of

life and the best individual record for saving life that came under its observation in that period. Among gallant acts too numerous to specify his disregard of personal danger in frequently plunging into the sea with all his clothes on is noteworthy. The captain's skill in resuscitating apparently lifeless persons is remarkable and his statement that there is hope for two hours after submergence is noteworthy. The calamity that gives Capt. Andrews a further claim on the public is the loss of his sight which occurred in the spring of 1888 when in the Canadian Civil Service. This misfortune was due to ophthalmic paralysis brought on by his aquatic exploits, but the Government refuses to allow him a pension. Bravely and cheerfully the blind captain does his best to face the world, and his medals and diplomas may be inspected at his cigar store at 355½ Yonge Street.

THE ISLAND ASSOCIATION.

The Island already plays an important part in city life and has a distinct municipal position in the 4th ward, the taxes paid by residents in 1894 amounting to \$4,791.39; it also forms part of the South Toronto Division in Ontario Provincial affairs. The Island Association, established in 1893, embodies the organized interests of the leading residents. Mr. Lockhart Gordon is President, and Mr. J. Dick, Secretary-Treasurer of the Association. The Association purposes to endeavor to protect and advance Island interests and devote systematic attention to plans for Island improvements that have been indicated elsewhere.



AT WARD'S ISLAND.

The photographs for this work were taken by Mr. Milford A. Wilcox, the engraving was done by the Toronto Lithographing Co. and the Grip Printing and Publishing Co., the printing is the work of Mr. R. G. McLean, Mr. Albert E. S. Smythe is responsible for its literary defects, and Mr. Arthur Taylor has duly registered copyright at the Office of the Minister of Agriculture at Ottawa in this year of grace, 1894. It is requested that all enquiries, corrections and other communications be made to Mr. Smythe, 25 George St., Toronto.



THE CIBOLA PASSING THE BREAKWATER.

Public telephone stations are to be found at Hanlan's and Durnan's Hotels at Gibraltar Point, where communication may be had with the city at 10 cts. per message. No private telephones can at present be put in.

Letter boxes have been placed at Hanlan's Point, near Mead's Hotel on the promenade, and at a point just east of the western end of the breakwater. Collections are made twice a day, 9 a.m. and 2 p.m. Deliveries are made at same hours. No delivery or collection is made on Sunday.

LIST OF ISLAND RESIDENTS.

AT ISLAND PARK.

At 7 Island Park—Mr. and Mrs. D. Kimmings.
 15 Island Park—Mr. and Mrs. Herbert Plante.
 Bachelors Bunk—Six gentlemen.
 16 Island Park—Miss Hanlan, Miss Durnan.
 Mrs. Marshalls.
 25 Island Park—Mrs. A. G. Bayley, Mrs. K. Bayley.
 Ellesmere House—Mrs. Mead's—Mr. and Mrs. S. Andrews, Hon. Stephen and Mrs. Richards, Mr. and Mrs. Reginald Northeote, Mrs. Palmer, Mr. and Mrs. E. Sutherland, Mr. and Mrs. E. Mulhall, Rev. Dr. and Mrs. Davies, Mr. and Mrs. J. Mearl, Washington, D.C. Mr. and Mrs. Drayton, Mr. and Mrs. T. McIntyre, Mr. and Mrs. J. C. Boyd, Mrs. Peters, Mr. and Mrs. Dorset Birchall, Mr. and Mrs. Arthur Vankoughne, Mr. and Mrs. H. Patterson, Mr. and Mrs. Villiers, Dr. Walker, Mr. and Mrs. Hebden, Mr. and Mrs. Steven Hess, Mrs. Dr. Cossar, &c., &c.
 406 Island Park—Mr. and Mrs. Boisjeau.
 St. Andrew's on the Lake—Mr. and Mrs. P. Freyseng.
 Laketon Cottage—Mr. and Mrs. S. B. Sykes.
 Kariotta—Mr. and Mrs. S. M. Toye.
 Roslyn—Mr. and Mrs. T. Smith.
 Lookout—Mr. Mills, Miss Freith, Mr. and Mrs. Rogers.
 The Bungalow—Mr. and Mrs. J. J. Clark.
 Retiro—Mr. and Mrs. C. S. Horrocks.
 Crooksten—Mr. and Mrs. J. H. Hargreave.
 Canorasset—Mr. and Mrs. P. Dykes.
 Perle Fois—Mr. and Mrs. R. F. Spence.
 Shantycot—Mr. and Mrs. Atkinson.
 Esterley—Mrs. E. Fisher.
 Staneley—Mr. and Mrs. J. Gray.
 Wakonau—Mr. and Mrs. J. R. Mason.
 Nokomis—Mr. and Mrs. Abell.
 381 Island Park—Mr. and Mrs. E. D. Armour.
 399 Island Park—Mr. and Mrs. Gibson.
 Hurricane House—Mr. and Mrs. B. Parsons.
 Southview—Mr. and Mrs. Cross.
 Monrepose—Messrs. Merriek and Miss Merriek.
 Happy-G-Lucky—Bishop and Mrs. Sweetman.
 Mushroom Cottage—Mr. and Mrs. Arthur Brown.
 Mr. and Mrs. Moway.
 Dunedin Cottage—Mr. and Mrs. G. W. Hiddell.
 Swanleigh—Mr. and Mrs. F. G. Cox.
 356 Island Park—Mr. and Mrs. Dr. Graham.
 Killarney—Mr. and Mrs. W. D. Dineen.
 Dulce Domum—Mr. and Mrs. Col. Dawson.
 Montere—Mr. and Mrs. T. Watson.
 L'vra-na-Grena—Mr. and Mrs. Robert Watson.
 310 Island Park—Mr. and Mrs. H. R. Walker.
 Beverly Cottage—Mr. and Mrs. Osman Cayley.
 Ruscomb—ex-Ald J. Irwin, Mrs. Irwin.
 Menominee—Master Ardagh.
 M. and Mrs. E. R. C. Clarkson.
 Douro—Mr. and Mrs. C. S. Gzowski.

The Willows—Miss and Messrs. Bendalari.
 9 Claudeboye Ave.—Mr. and Mrs. J. Leslie.
 13 Claudeboye Ave.—Mr. and Mrs. Jas. Johnston.
 15 Claudeboye Ave.—Mr. and Mrs. Joseph Hazelton.
 23 Claudeboye Ave.—Mr. and Mrs. A. M. Brown.
 25 Claudeboye Ave.—Mr. R. T. Suttor.
 27 Claudeboye Ave., Myob—Mrs. Preston.
 Mr. and Mrs. H. M. Hirschberg.
 Claudeboye Place—Mr. and Mrs. Laxton.
 Glen Holm Abroad—Miss Struthers.
 294 Centre Island—Mrs. Thompson.
 292 Centre Island—Mr. and Mrs. J. T. Rolph.
 290 Centre Island—Mr. and Mrs. G. F. Rolph.
 Woolloomooko—Mr. and Mrs. Price.
 Bright-Side—Mr. and Mrs. G. F. Madden.
 Pine Lodge—Mr. and Mrs. Dyas.
 6 Hamilton Ave.—Dr. and Mrs. Grant.
 8 Hamilton Ave.—Mr. and Mrs. Stevens.
 10 Hamilton Ave.—Mr. and Mrs. E. J. C. Norrie.
 Mr. and Mrs. S. Norrie, Mrs. Heaton.
 Handford Cottage—Mr. and Mrs. H. Waller.
 Stonehaven—Mr. and Mrs. C. E. Stone.
 14 Hamilton Ave.—Mr. and Mrs. S. S. Clark.
 Bienvenue—Mr. and Mrs. Copping.
 Mrs. Sutton's.
 Okaboji—Mr. and Mrs. D. C. Kerr.
 238 Centre Island—Mr. and Mrs. Burns.
 Santa Clara—Mr. and Mrs. Herndon.
 Careloo—Mr. and Mrs. Robinson.
 24 Centre Island—Mr. and Mrs. Brouse.
 234 Centre Island—Mr. and Mrs. J. W. Beatty.
 227 Centre Island—Mr. and Mrs. C. H. Sproule.
 Belmont—Mr. and Mrs. John Morrison.
 Floreat—Mr. and Mrs. C. E. Goad.
 The Shads—Mr. and Mrs. E. M. Shadwick.
 Solyst—Mr. and Mrs. Robert Darling.
 The Oasis—Mr. and Mrs. J. E. Robertson.
 Wabigoon—Mr. and Mrs. J. Baxter.
 198 Centre Island—Mr. and Mrs. E. B. Shuttleworth.
 Orizabi—Mr. Gagen.
 Dunblane—Mr. and Mrs. F. G. Clarke.
 The Anchorage—Mr. and Mrs. L. Goldman.
 170 Centre Island—Mr. and Mrs. J. W. Woods.
 Belvedere—Mr. and Mrs. Elias Rogers.
 The Breakers—Mr. and Mrs. Lookhart Gordon.
 152 Centre Island—Mr. and Mrs. W. N. Woods.
 The Daisy—Mr. Thos. Flynn.

AT HANLAN'S POINT.

592 Main St.—Mr. J. S. Small.
 The Shanty—Mr. Chas. Moss, Q.C., and Mrs. Moss.
 Vineta—Mr. and Mrs. Best.
 Sandilands—Prof. Loudon and Mrs. Loudon.
 Golden Gate Cottage—Mr. and Mrs. John Loudon.
 Benvenuto—Mr. and Mrs. A. G. Clarke.
 North View—Mr. and Mrs. F. Westman.

Barhome—Mr. and Mrs. Arnold.
 The Rectory—Mr. and Mrs. Siff.
 Kenmare Lodge—Mr. and Mrs. J. T. Thompson.
 Stranahone—Mr. and Mrs. Victor Armstrong.
 666 Main St.—Mr. and Mrs. F. Warren.
 Bohemia—Mr. and Mrs. E. Wragge.
 Glenam—Mr. and Mrs. J. Dick.
 Korionour—Mrs. Johnston.
 The Moorings—Mr. and Mrs. Lookhart.
 The Anchorage—Mr. and Mrs. Drummond.
 Westward Ho—Mr. and Mrs. A. A. Brewer.
 Sahara—Col. J. I. Davidson.
 The Breakers—Mr. and Mrs. F. W. Micklethwait.
 628 Main St.—Mr. and Mrs. Major S. Kunkey.
 Pendennis—Mr. and Mrs. J. W. Dennis.
 637 Main St.—Mr. and Mrs. Staunton.
 Tullamore—Dr. and Mrs. Sheard.
 Rendezvous—Mr. and Mrs. Armstrong.
 612 Main St.—Mr. and Mrs. Patterson.
 Bungalow—Mr. and Mrs. E. Morris.
 Naministikenok—Mr. and Mrs. H. Wade.
 Mizzinette—Mr. and Mrs. F. H. Gooch.
 Zareba—Mr. and Mrs. Walter S. Andrews.
 Interlaken—Mr. and Mrs. A. Nordheimer.
 Ewawa—Mr. and Mrs. Weston.
 654 Main St.—Mr. and Mrs. H. J. Brown.
 653 Main St.—Mr. and Mrs. J. Weed.
 Hiawatha—Mr. and Mrs. Chas. Cluthe.
 West View—Mr. and Mrs. J. Garvin.
 Farniente—Mrs. Duggan.
 No Name—Mr. and Mrs. Darrell.
 Monreith—Mrs. Allen.
 Hazeldene—Mr. and Mrs. Obernesser.
 Windermere—Mrs. Coleman.
 678 Main St.—Mr. and Mrs. Haines.
 Fernleaf—Mr. and Mrs. Bradshaw.
 682 Main St.—Mr. and Mrs. J. B. Cattell.
 Quin Que—Mr. and Mrs. J. D. Smith.
 Willow Arbor—Messrs. Roebach, Skinner and Mann.
 Buena Vista—Messrs. Crapper, Crawford, Foster.
 Burgess, Hanna and Spurling.
 Chicago—Mr. and Mrs. Cabbage.
 Harmony Cot.—Mr. and Mrs. F. Alexander.
 Restmore—Mr. and Mrs. F. Sterling.
 The Vestry—Mr. and Mrs. T. Moon.
 The Parsonage—Messrs. Bray, Warden and Welsh.
 Orphans' Home—Mr. and Mrs. H. Proctor.
 Straglers' Rest—Mr. and Mrs. Whinton.
 East View—Mr. and Mrs. Hammond.
 Cumbria—Mr. and Mrs. W. Proctor.
 10 Wild—Mr. and Mrs. Mack.
 Nameless—Mr. and Mrs. Hutchinson.
 Hunters' Rest—Mr. and Mrs. J. McGee.
 Bay View—Mr. and Mrs. Henry Charles Bell.
 Hotel Hanlan—Mr. and Mrs. Little, Washington.
 D. C. Mr. and Mrs. Moore, Boston; Mrs. Armonson.
 Messrs. Martin, Steel, &c., &c.

• FERRY TIME TABLES. •

THE TORONTO FERRY CO., Ltd.

HANLAN'S POINT.				ISLAND PARK.			
YONGE ST. TO HANLAN'S POINT.	HANLAN'S POINT TO YONGE ST.	BROOK ST. TO HANLAN'S POINT.	HANLAN'S POINT TO BROOK ST.	YONGE ST. TO ISLAND PARK.	ISLAND PARK TO YONGE ST.	BROOK ST. TO ISLAND PARK.	ISLAND PARK TO BROOK ST.
6.05 a.m.	8.20 a.m.	10.00 a.m.	10.15 a.m.	6.05 a.m.	6.30 a.m.	9.45 a.m.	10.00 a.m.
6.55	7.10	*10.40	*10.55	6.55	7.10	*10.25	*10.40
7.30	7.40	11.20 a.m.	11.35 a.m.	7.30	7.40	11.05	11.20
8.15	8.30	*12.00 n.p.	*12.15 p.m.	8.15	8.30	*11.45 a.m.	*12.00 n.p.
9.00	9.15	*12.30 p.m.	12.40	9.00	9.15	*12.25 p.m.	*12.40 p.m.
9.40	9.55	*1.30	*1.45	9.40	9.55	*1.30	*1.45
10.20	10.35	2.00	2.15	10.20	10.35	2.00	2.15
11.00	11.15	*2.30	*2.35	11.00	11.15	*2.30	*2.35
11.40	11.55	*2.40	*2.55	11.40	11.55	*2.40	*2.55
*12.40 p.m.	*1.10 p.m.	3.00	3.15	12.20 p.m.	12.35 p.m.	3.00	3.15
1.10	1.25	*3.20	*3.35	*1.00	*1.15	*3.20	*3.35
*1.30	*1.45	*3.40	*3.55	*1.30	*1.35	*3.40	*3.55
1.50	2.05	4.00	4.15	1.40	1.55	4.00	4.15
*2.10	2.25	*4.20	*4.35	*2.00	*2.15	*4.20	*4.35
2.30	2.45	*4.40	*4.55	2.20	2.35	*4.40	*4.55
*2.50	*3.05	5.00	5.15	*2.40	*2.55	5.00	5.15
3.10	3.25	*5.20	*5.35	3.00	3.15	*5.20	*5.35
*3.30	*3.45	*5.40	*5.55	*3.20	*3.35	*5.40	*5.55
3.50	4.05	6.00	6.10	3.40	3.55	6.00	6.10
*4.10	*4.25	*7.00	*7.15	*4.00	*4.15	*7.20	*7.35
4.30	4.45	7.20	7.35	4.20	4.35	8.00	8.15
4.50	*5.05	*7.40	*7.55	*4.40	*4.55	*8.40	*8.55
5.10	5.25	8.00	8.15	5.00	5.15	*9.20	*9.35
*5.30	*5.45	*8.20	*8.35	*5.20	*5.35	10.00	10.30
5.50	6.15	8.40	8.55	5.40	5.55	.....	.....
*6.05	*6.20	*9.00	*9.15	*6.00	*6.15	.....	.....
6.25	6.35	9.20	9.35	6.20	6.35	.....	.....
7.20	7.35	*9.40	*9.55	6.45	7.00	.....	.....
*7.40	*7.55	10.00	10.15	7.20	7.35	.....	.....
8.00	8.15	10.30 p.m.	11.00 p.m.	*7.50	*8.05	.....	.....
*8.20	*8.35	.....	.....	8.10	8.25	.....	.....
8.40	8.55	.....	.....	*8.30	*8.45	.....	.....
*9.00	*9.15	.....	.....	8.50	9.05	.....	.....
9.20	9.35	.....	.....	*9.40	*9.55	.....	.....
*9.40	*9.55	.....	.....	9.50	10.00	.....	.....
10.00	10.30	.....	.....	*10.00	*10.30	.....	.....
10.30	11.00	.....	.....	10.30	11.00	.....	.....

Trips marked * will be cancelled in wet weather.

Tickets issued by one Company are not available on the boats of another.

Fares are five cents per trip, ten cents return, and \$5 tickets are sold for a dollar.

THE HANLAN FERRY CO.

WARD'S.			HANLAN'S PT.		ISLAND PARK.	
YONGE ST. TO WARD'S.	WARD'S TO YONGE ST.	YACHT CLUB TO YONGE ST.	YONGE ST. TO HANLAN'S POINT.	HANLAN'S POINT TO YONGE ST.	YONGE ST. TO ISLAND PARK.	ISLAND PARK TO YONGE ST.
7.30 a.m.	7.45 a.m.	8.00 a.m.	6.55 a.m.	7.30 a.m.	6.55 a.m.	7.35 a.m.
8.20	8.35	8.45	8.00	8.30	8.00	8.15
9.20	9.35	9.45	9.00	9.20	8.40	9.00
*10.30	*10.45	.....	10.00	10.30	9.15	9.30
11.30	11.45	.....	*10.45	*11.00	9.50	10.05
1.00 p.m.	1.30 p.m.	.....	11.30	11.45	*10.30	10.45
*2.00	*2.30	.....	*12.30 p.m.	12.45 p.m.	11.30	11.45
3.00	3.30	.....	1.05	1.30	*12.10 p.m.	*12.25 p.m.
*4.00	*4.30	.....	and every 20 minutes	1.35	1.50	.....
5.00	5.30	.....	till	2.15	*2.30	.....
6.00	6.30	.....	6.25 p.m.	6.40 p.m.	2.55	3.10
6.40	7.00	.....	*7.15	7.30	*3.35	*3.50
On Sundays first boat leaves the city at 9.40 a.m., last boat at 9.40 p.m. The last boat from the Island to the city at 10 p.m.			and every 30 minutes	4.15	4.30	.....
			till	4.55	*5.10	.....
There is an extra boat every morning from Island Park to the city at 8.55 a.m.			*10.00 p.m.	*10.30 p.m.	5.35	5.50
			*10.30	*11.00	6.10	6.25
The Toronto Ferry Co.'s steamers are named:—May- flower, Primrose, Shamrock, Thistle, Kathleen, Gertrude, Island Queen, Luella, J. L. Mc- Edwards, Mascotte and Arling- ton. They sail from the east side of Yonge St. slip and from Brook St. wharf.			.....	.....	*7.30	*7.45
			.....	.....	8.05	8.20
			.....	.....	*8.45	*9.00
			.....	.....	9.25	9.40
			.....	.....	*10.05	*10.30

The Hanlan Ferry Co.'s steamers are named:—Chicoutimi, John Hanlan, Pil- grim, and Momedo.	
They sail from the west side of Yonge St. slip.	

The Hanlan Ferry Co.'s steamers are named:—Chicoutimi, John Hanlan, Pilgrim, and Momedo.

They sail from the west side of Yonge St. slip.

These time tables are subject to alteration without notice.



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